

BLM White River Field Office
Travel and Transportation Management

Public Review of Draft RMPA August 15, 2018

Meeting Objectives

- BLM's Travel Management Planning Process
- Draft RMPA Alternatives
 Focus on how the preferred alternative (Alt D) compares to the no action alternative (Alt A)
- Opportunity for Detailed Overview of Closed Areas

BLM Travel Mgmt Planning Process

Why is the WRFO working on travel management planning?

- Our goal is to develop a transportation network that meets the needs for public and administrative access while also protecting sensitive resources
- Travel decisions in most areas of the White River Field
 Office are over 20 years old (from 1997 RMP)
- We need to revise some existing travel decisions to be more consistent with BLM's national policies
- Route-by-route designations (travel management plans)
 have not been completed for the majority of the WRFO

BLM Travel Management Planning

The BLM travel and transportation management includes two levels of planning:

* Land Use Planning (RMP Amendment)

Implementation Planning Route-by-Route
 (5-10 Travel Management Plans)

Comprehensive Travel Management

■ Motorized =





Mechanized =





Non-motorized,non-mechanized =





WRFO Strategy for Travel Management Planning

Inventory (map) all travelroutes. 2014-2016



 Amend RMP decisions related to travel mgmt. 2015-2019



 Designate allowable uses on individual routes within limited areas. Start first travel management plan in 2020.

Programmatic Agreement

(How to Identify & Mitigate Impacts to Cultural Resources)

RMP Amendment Planning Process & Public Involvement

- Scoping (NOI in October 2015)
- Public Review of Preliminary Alternatives (August 2016)



- Draft RMPA/EA and FONSI (Prelim EA)
 - \square 30-day Public Comment Period (Comments due 8/30/18)
- Proposed RMPA/EA and FONSI (Final EA)
 - 30-day Public Protest Period (April 2019)
 - 60-day Governor's Consistency Review
- Issue Decision Record/RMP Amendment (July 2019)

Public Review of Preliminary Alternatives

- Public Outreach in 2016
 - Public Meetings in Meeker and Rangely
 - Public Field Tours of Proposed Open Areas
 - NW RAC Travel Mgmt Subgroup
- BLM Modifications to Range of Alternatives
 - Appendix E: List of changes to alternatives
 - Draft RMPA/EA Section 3.2: Alternatives considered but not carried forward for detailed analysis

Preferred Alternative (Alt D)

- Identification of a preferred alt does not constitute a commitment or decision in principle and there is no requirement to select the preferred alt in the decision.
- The identification of the preferred alt may change between the Draft RMPA and Proposed RMPA.
- Various parts of separate alternatives in the Draft RMPA can be "mixed and matched" to develop a complete alternative in the Proposed RMPA.

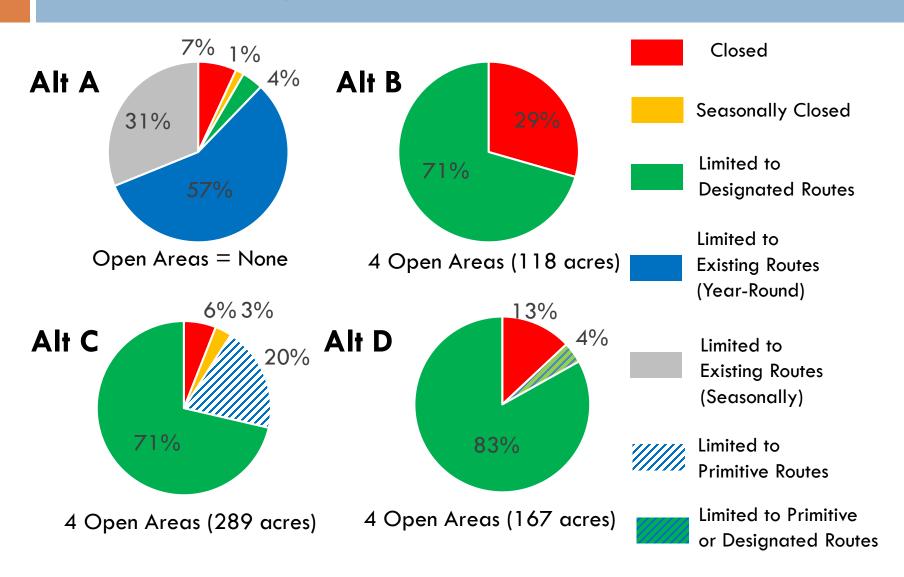
Area Designations

- Motorized
- Exceptions
- Motorized Over the Snow
- Mechanized

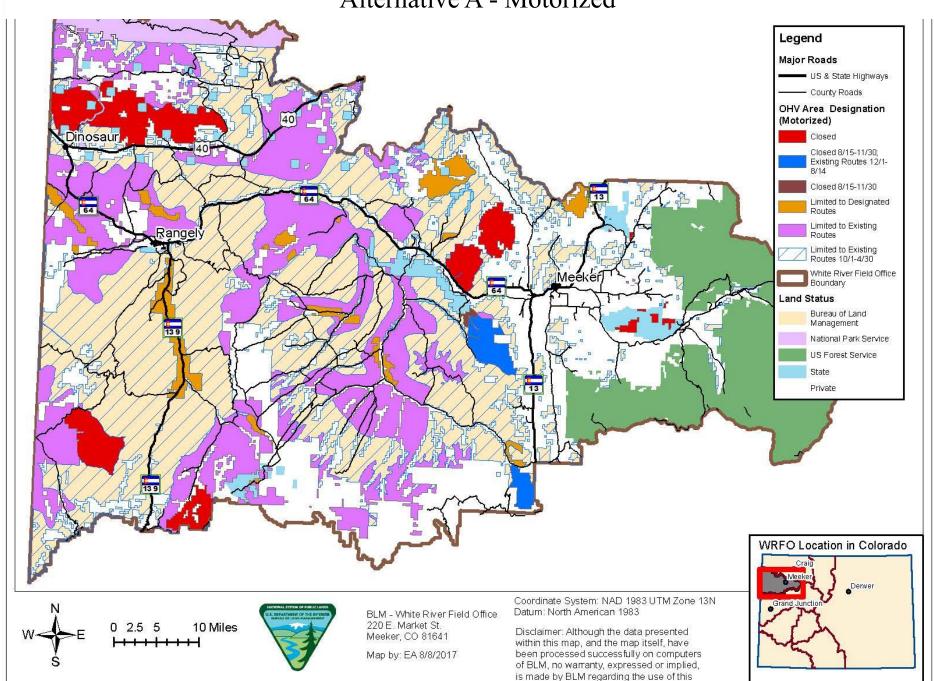
Area Designations

- Open to cross-country travel
- Closed to motorized travel (but administrative use by BLM or permittees may be allowed in these areas)
- <u>Limited</u> to designated routes and/or season of use

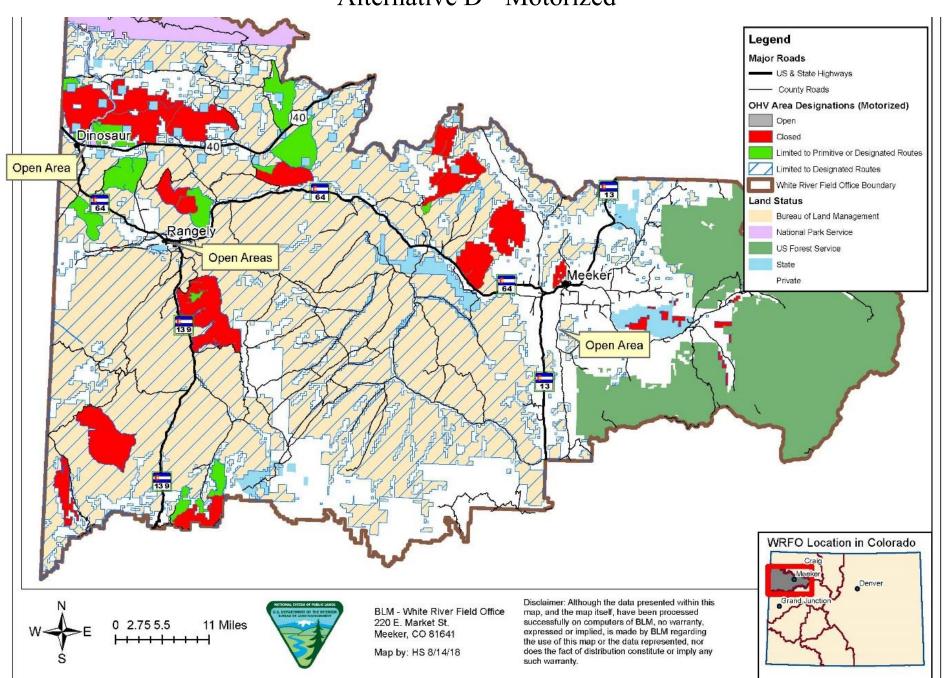
Comparison of Alternatives (Motorized)



Alternative A - Motorized



Alternative D - Motorized



Public Exceptions to Travel Off-Road (in Areas Limited to Designated Routes)

Alt A (No Action)

- □ Up to 300 ft (camp, firewood)
- Retrieve big game (no resource damage)
- Physically challenged individuals with CPW permit

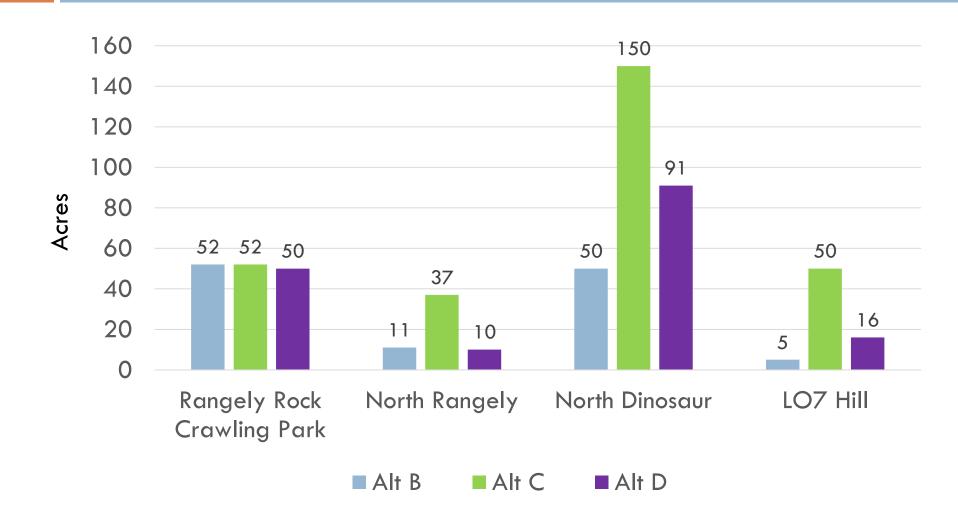
Alt D (BLM Preferred)

- Pull off to allow other vehicle to pass (driving or parking)
- No exceptions for physically challenged individuals
- □ No exceptions in closed areas

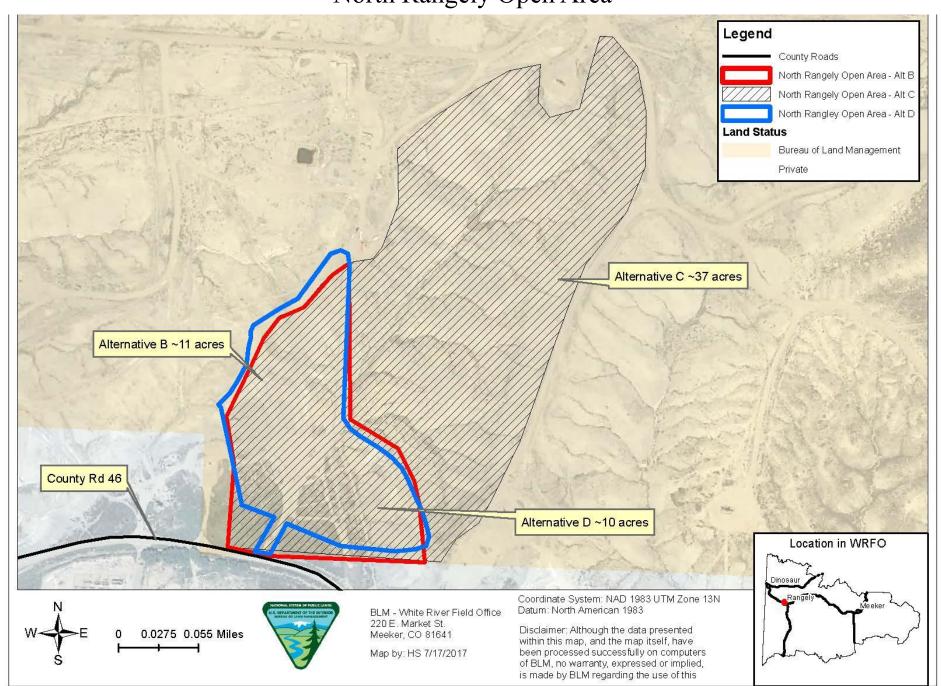
Exceptions – Administrative Use (BLM or Permitted Users)

- Require prior written approval
 - to allow for motorized travel on temporary routes;
 - to allow for motorized travel off designated routes within limited areas;
 - to allow for motorized travel (either on or off-routes) within closed areas (except WSAs); and
 - to allow for motorized travel on routes that are seasonally limited.
- No prior written approval required
 - Trailing and gathering livestock within an allotment; or
 - Animal husbandry (such as tending a sick animal).

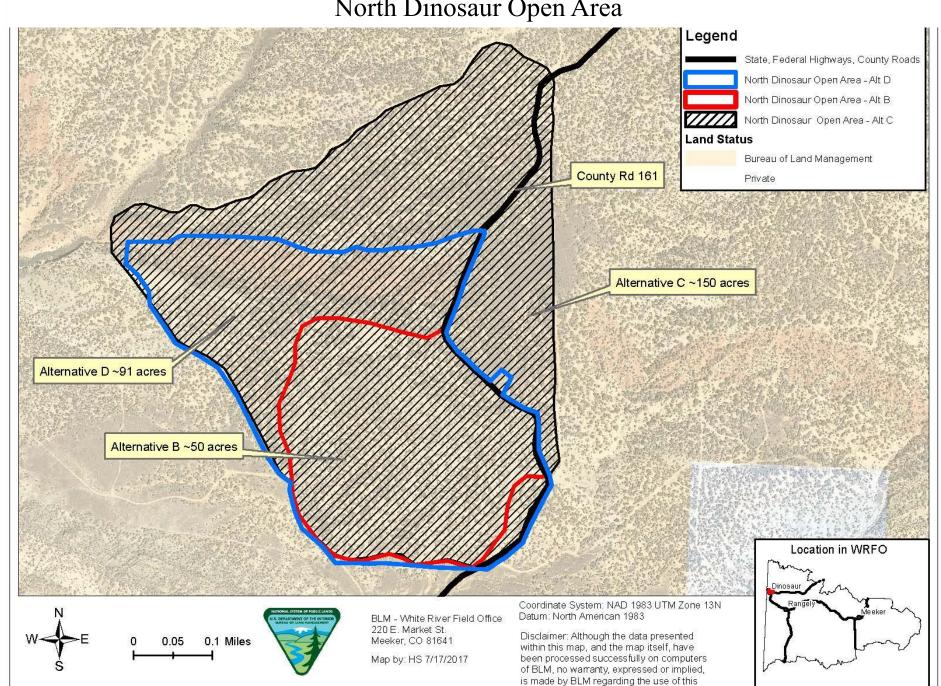
Comparison of Alternatives Open Areas (Motorized Cross-country)



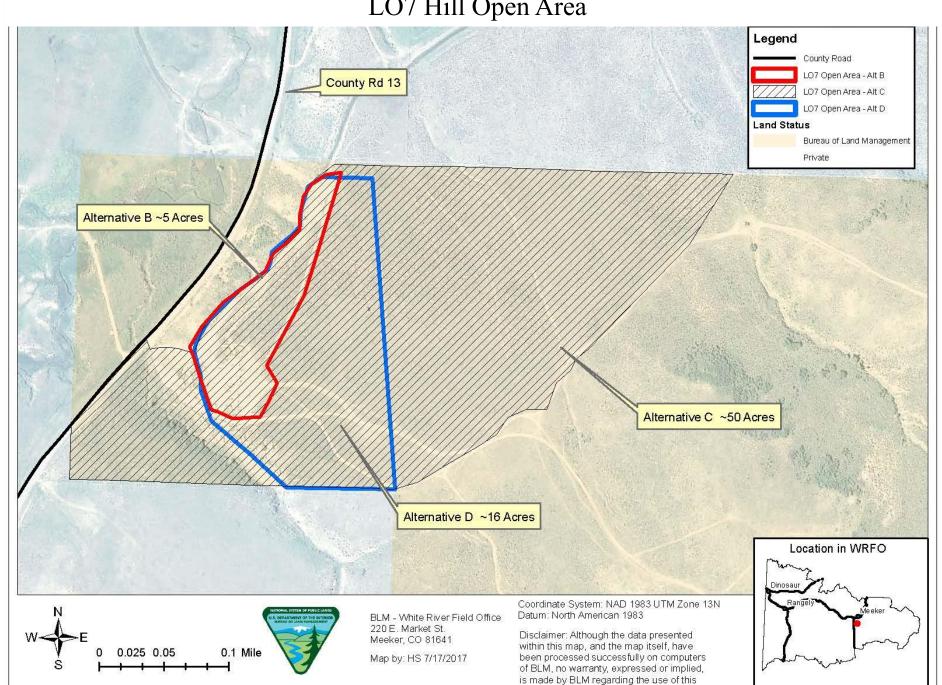
North Rangely Open Area



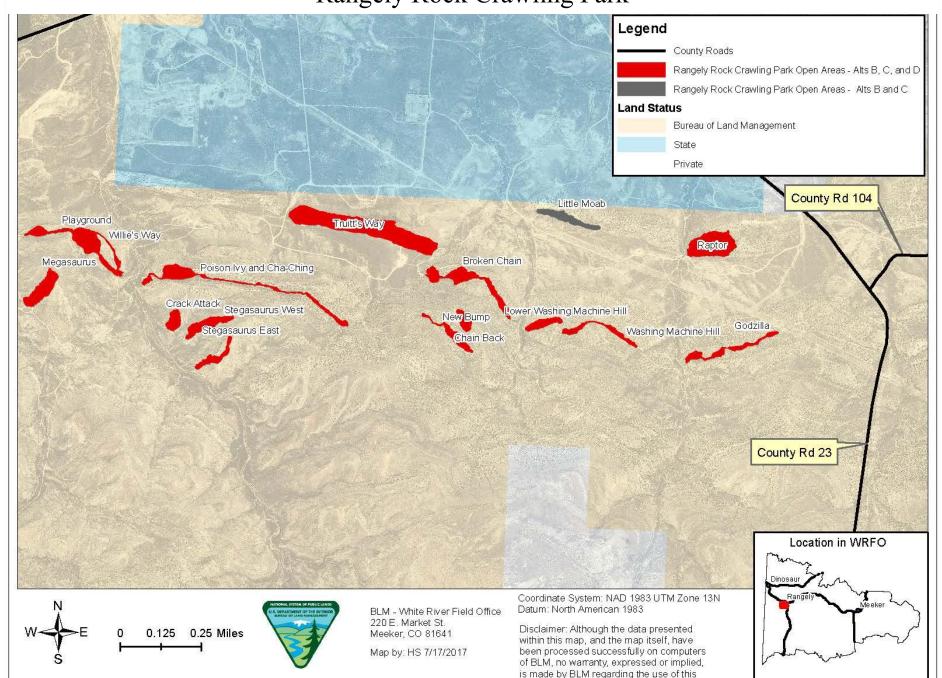
North Dinosaur Open Area



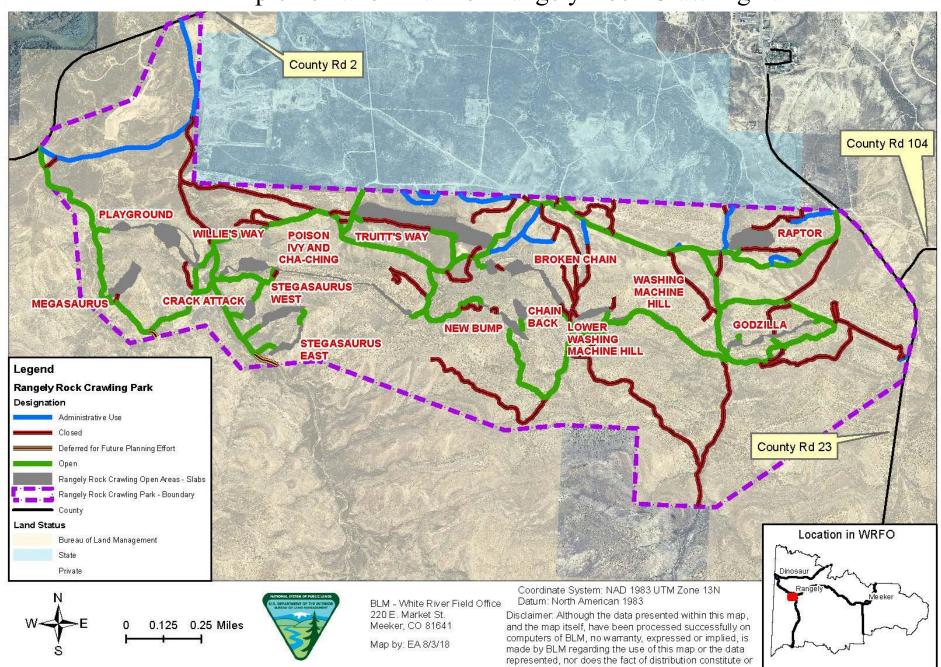
LO7 Hill Open Area



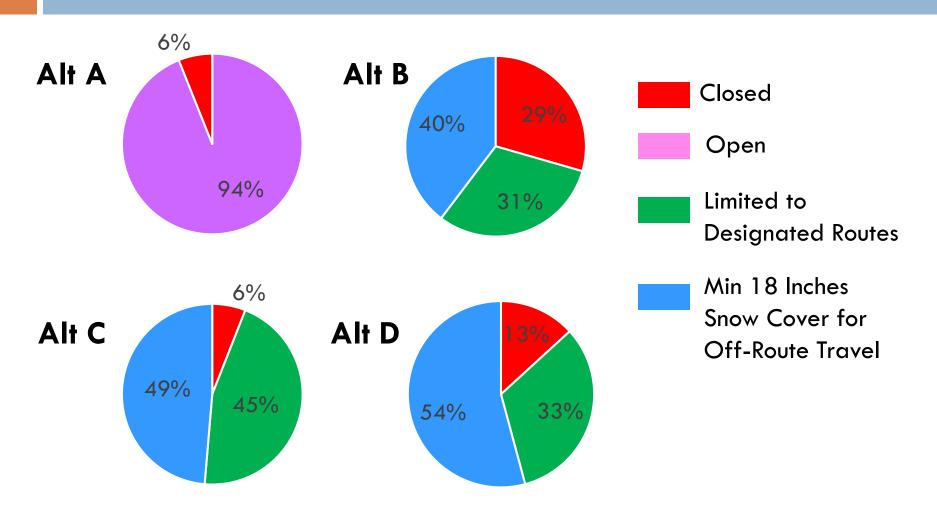
Rangely Rock Crawling Park

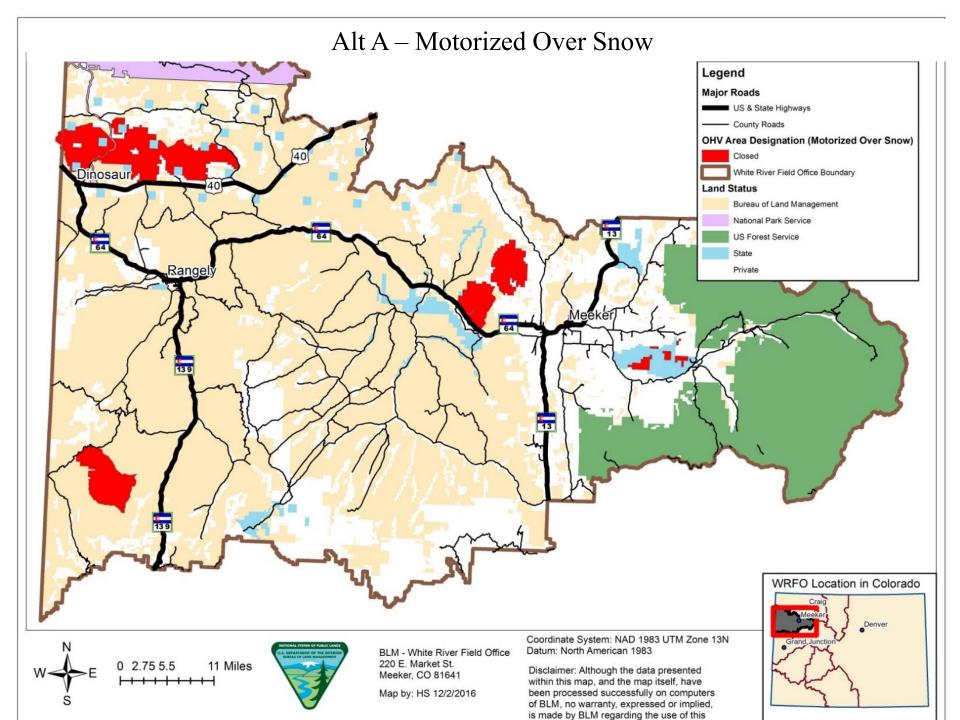


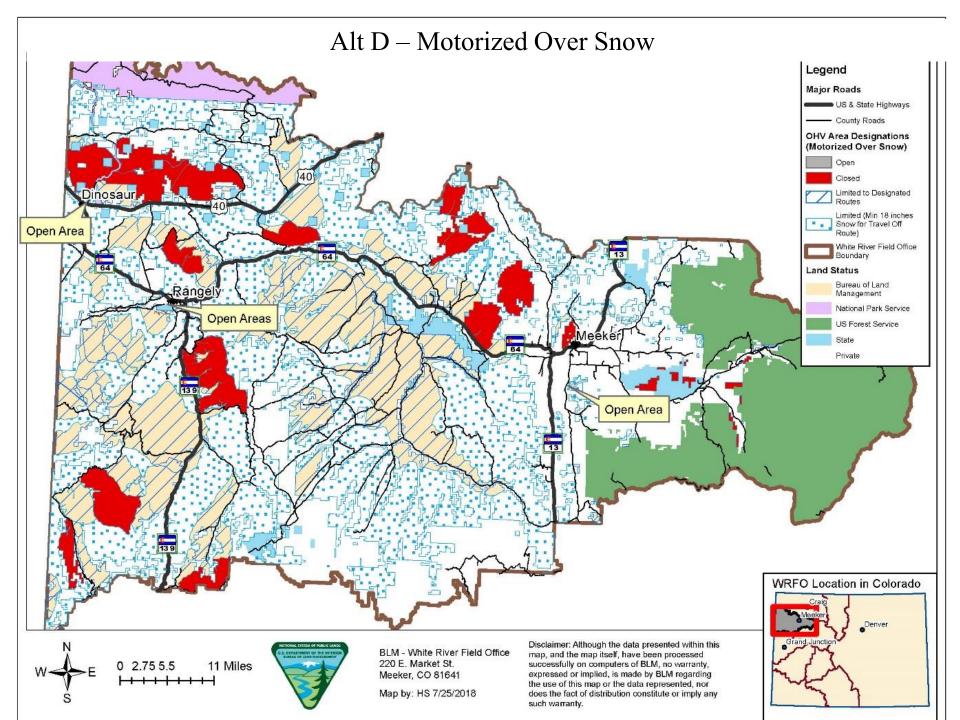
Alt D – Implementation Plan for Rangely Rock Crawling Park



Comparison of Alternatives (Over the Snow - Motorized)







Mechanized Travel

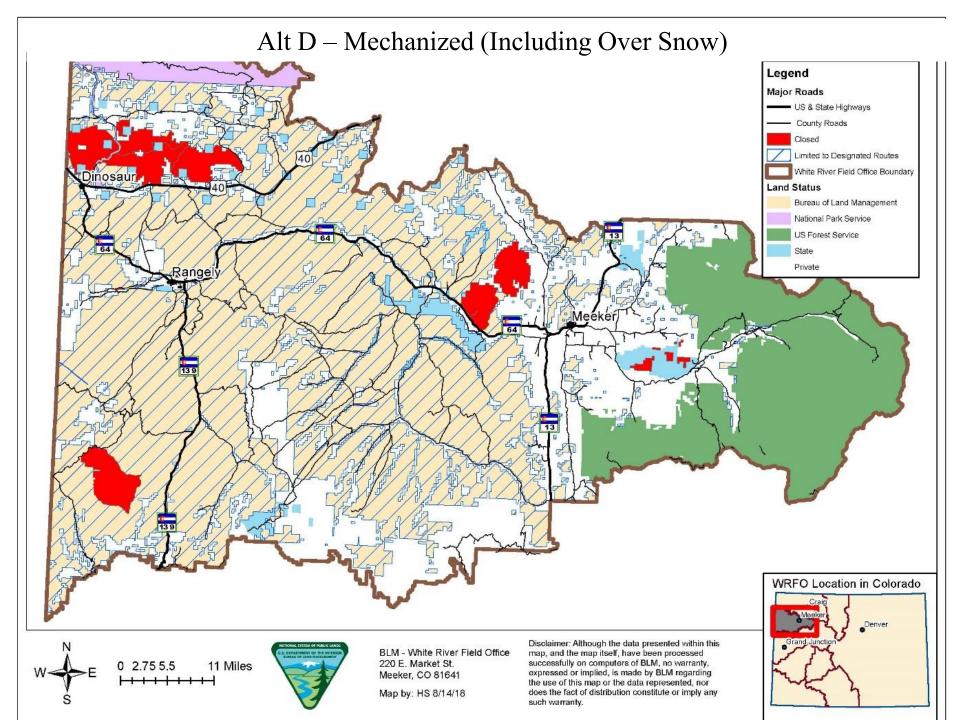
Alt A (No Action)

□ 1997 RMP is silent



Alt D (BLM Preferred)

- WSAs closed
- Moosehead, Oak Ridge, and riparian areas closed
- Limit rest of WRFO to designated routes
- No restrictions on the use of game carts (except in WSAs)



Additional Designation Criteria

Why do we want to include additional (WRFO-specific) designation criteria?

- Remember that we intend to complete route-by-route designations by dividing the 1.5 million acre field office into 5-10 areas.
- Including additional designation criteria in the RMPA would help to provide a consistent approach to designating routes across the field office.
- See Appendix B, Table 2 (Management Actions)

Route Density - Concept

- Concept in the 1997 RMP but never implemented because route-by-route planning wasn't completed
- Use route density to avoid closing entire areas (seasonally)
 - Provides for public access and recreation
 - Reduces impacts to wildlife (sensitive times of the year)

What routes are counted in route density calculations?

- Routes included in density calculations
 - All motorized and mechanized routes available for public use
 - State and US highways, County Roads
- Routes <u>not</u> included in density calculations
 - Administrative access routes (BLM + permitted users)
 - Routes with seasonal limitations
- Analysis
 - Appendix F: Estimated route density
 - Draft RMPA/EA Section 5.2: Wildlife impacts analysis

Route Density (Appendix B, Table 2, Record 32)

Alt A (No Action)

- $\Box \leq 1.5 \text{ mi/mi}^2$
 - Big game severe winter range and summer range
 - East Douglas ACEC
 - Ferret management areas

Alt D (BLM Preferred Alt)



Adds LO7 Hill to areas to be managed at ≤ 1.5 mi/mi²

- $\Box \leq 3 \text{ mi/mi}^2$
 - Big game winter conc. areas and general winter range



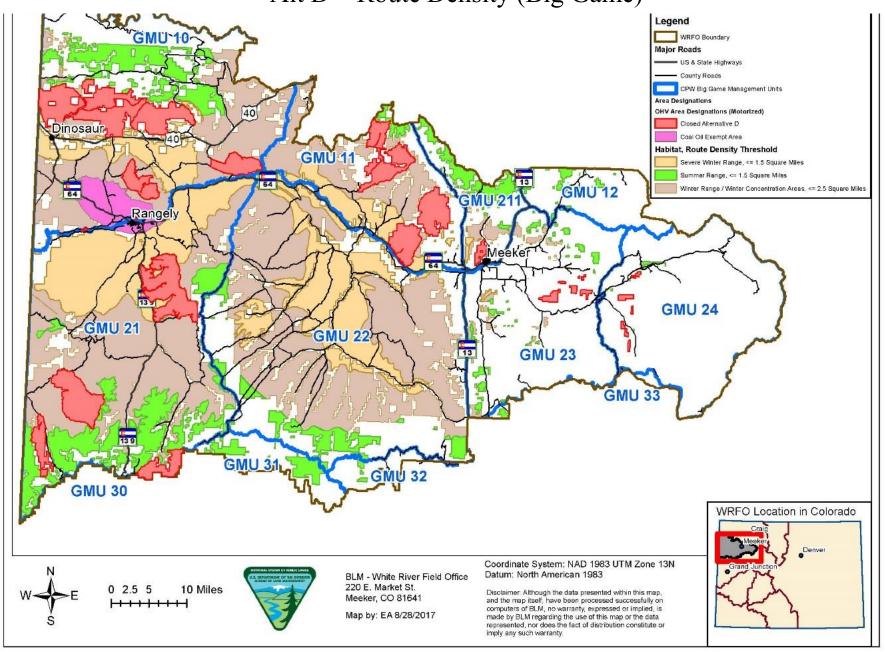
□ Drops big game winter conc. areas and general winter range to ≤ 2.5 mi/mi²

How to achieve route density?

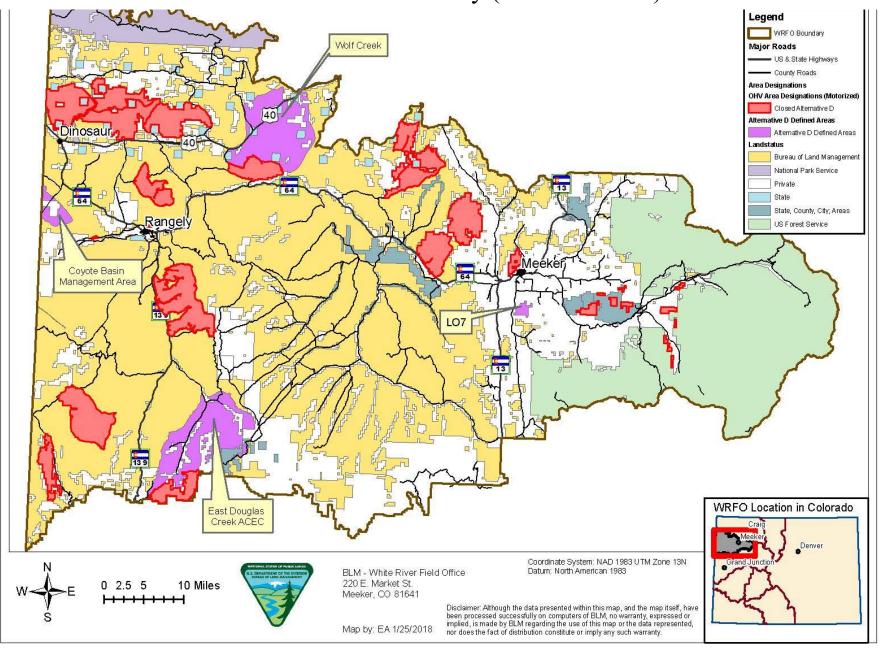
- 1. Consider designation criteria for other resources first to determine what closures or limitations are needed
- 2. If still above route density targets, then we would either:
 - Close routes
 - Limit routes to administrative access
 - Keep temporary routes (oil and gas) as administrative access
 - Apply seasonal limitations to routes during specified critical times of the year for wildlife

Alt D acknowledges that route density is an analysis tool and not an allocation. Route density would be considered along with other resource values (including public and administrative access needs).

Alt D – Route Density (Big Game)



Alt D – Route Density (Defined Areas)



Public Review

We are asking you...

- Has the BLM conducted a sufficient impacts analysis to evaluate the differences between the alternatives?
- Is there new information available that is relevant to the analysis of the alternatives?
- Does the BLM's information contain inaccuracies based on facts, or on a reasonable interpretation of facts?
- Do you have any concerns with implementation of the preferred alternative?

How to Comment

- We've provided you with the following:
 - Draft RMPA/EA and Appendices
 - Alternatives shapefiles and Google Earth files
 - Draft FONSI
- Please submit comments by August 30, 2018.
 - Mail: Heather Sauls, BLM White River Field Office, 220 East Market St., Meeker, CO 81641
 - Email: blm_co_wrfo_tmp@blm.gov

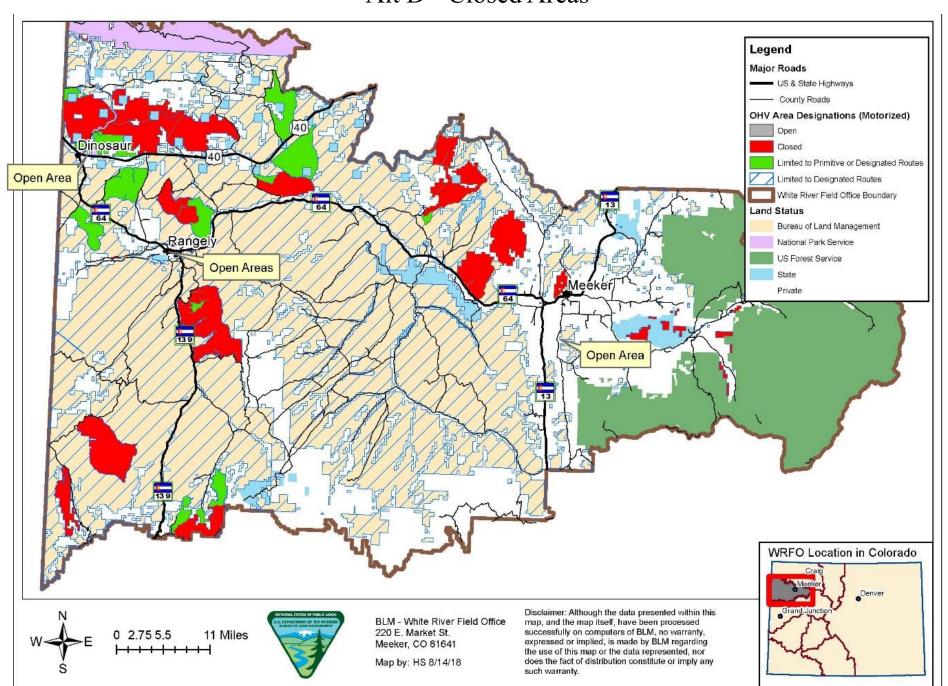
Please don't hesitate to call if you have questions!

Heather Sauls 970-878-3855

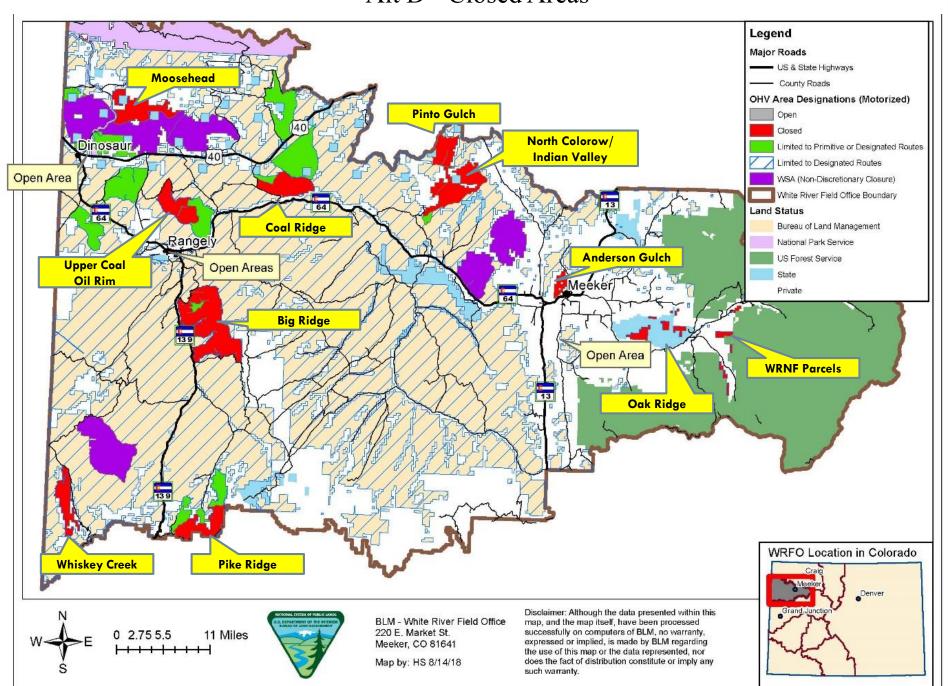
Thanks for your time!

Would anyone like to discuss the proposed closed areas in more detail?

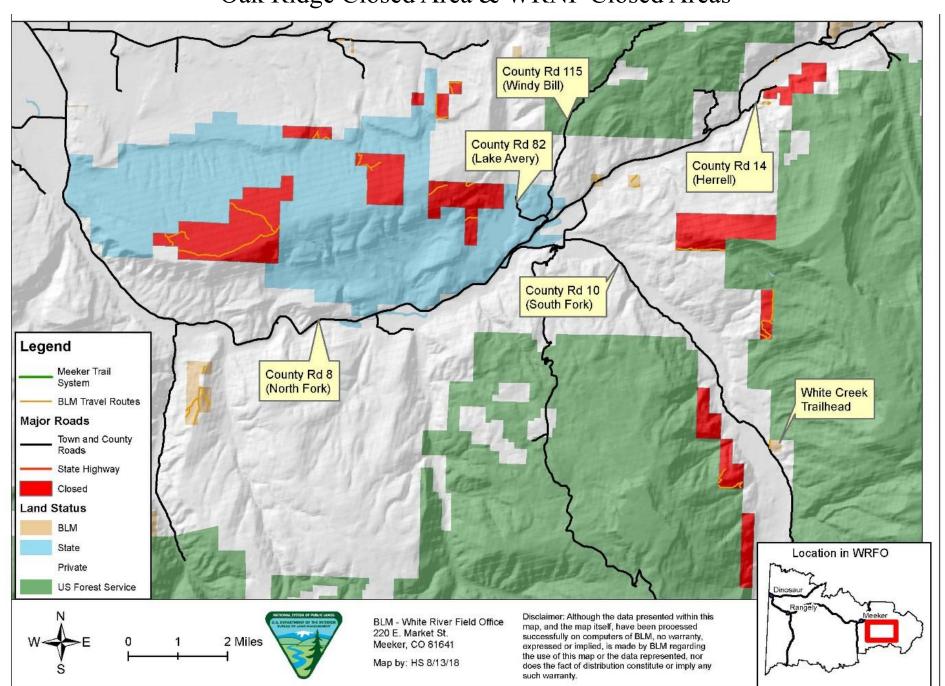
Alt D - Closed Areas



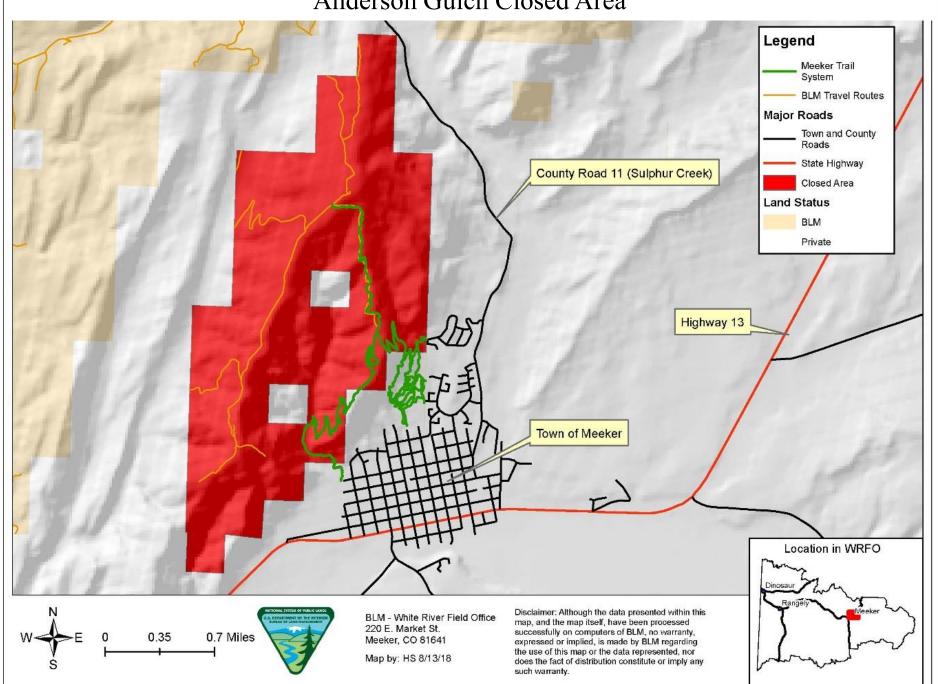
Alt D - Closed Areas

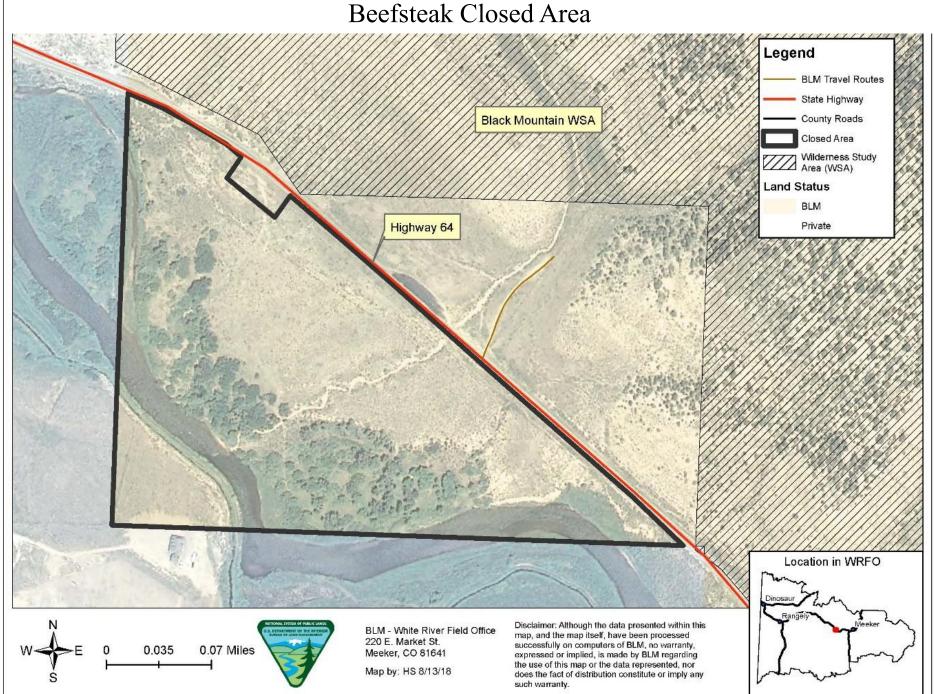


Oak Ridge Closed Area & WRNF Closed Areas

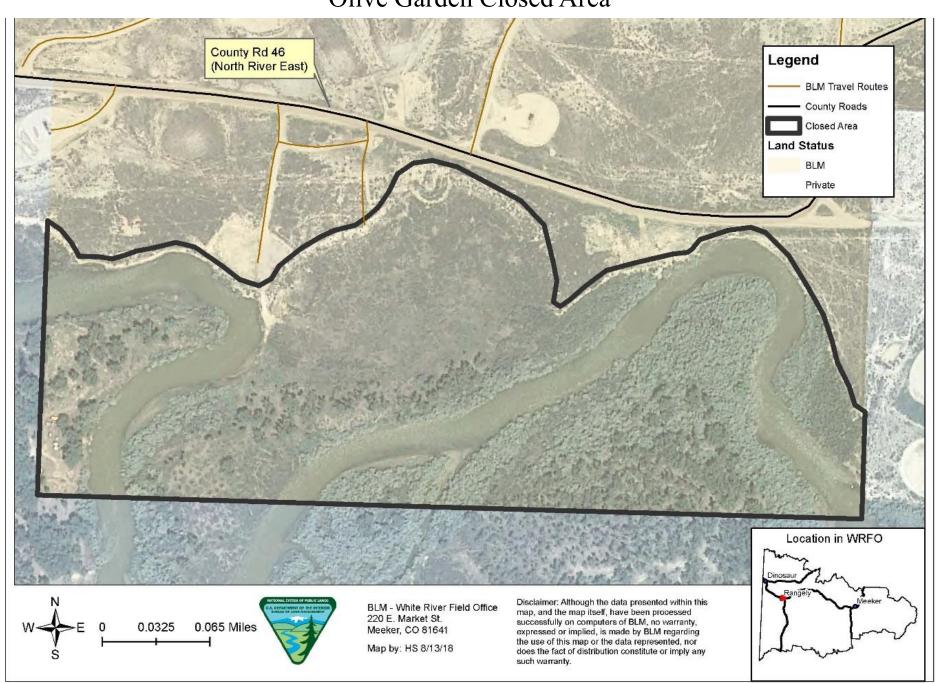


Anderson Gulch Closed Area

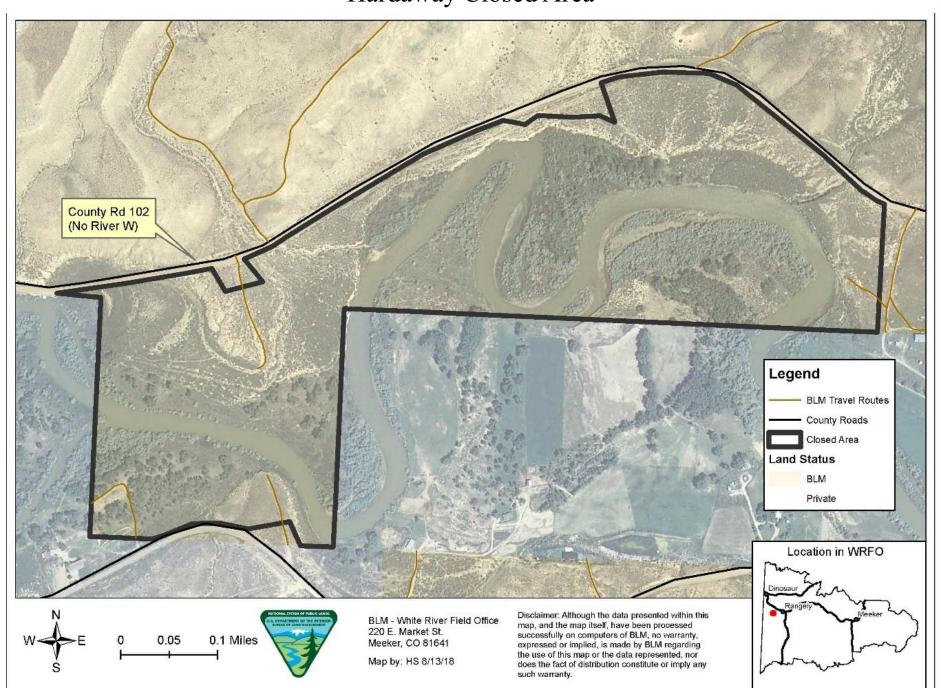




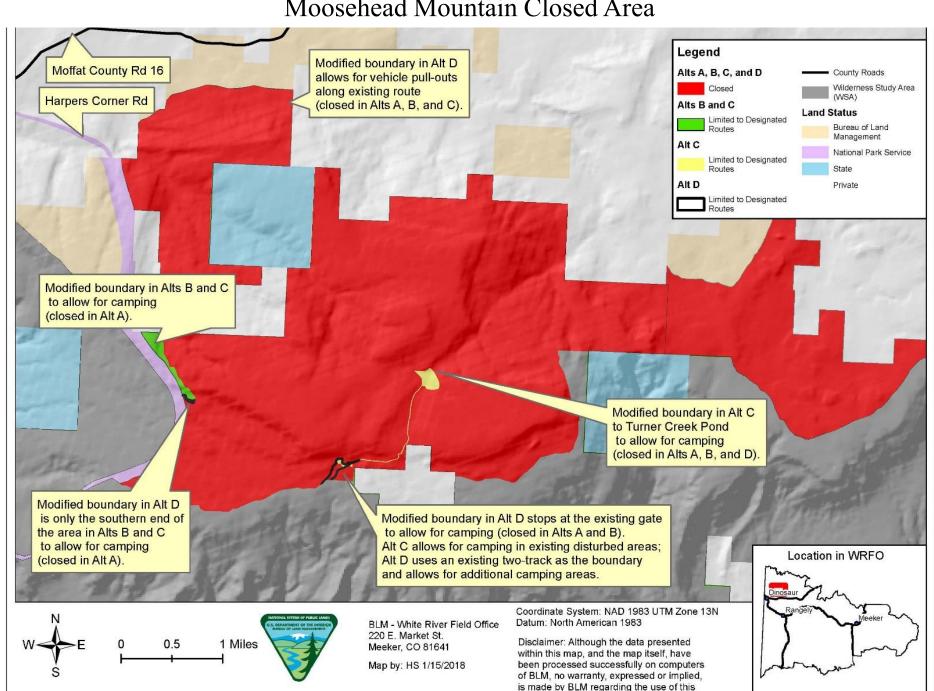
Olive Garden Closed Area



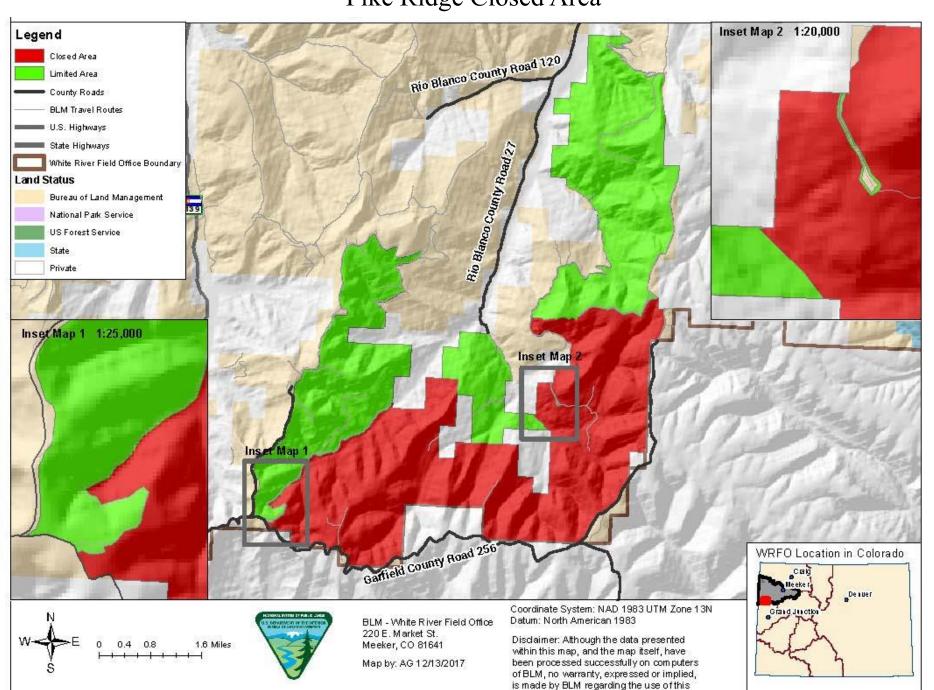
Hardaway Closed Area



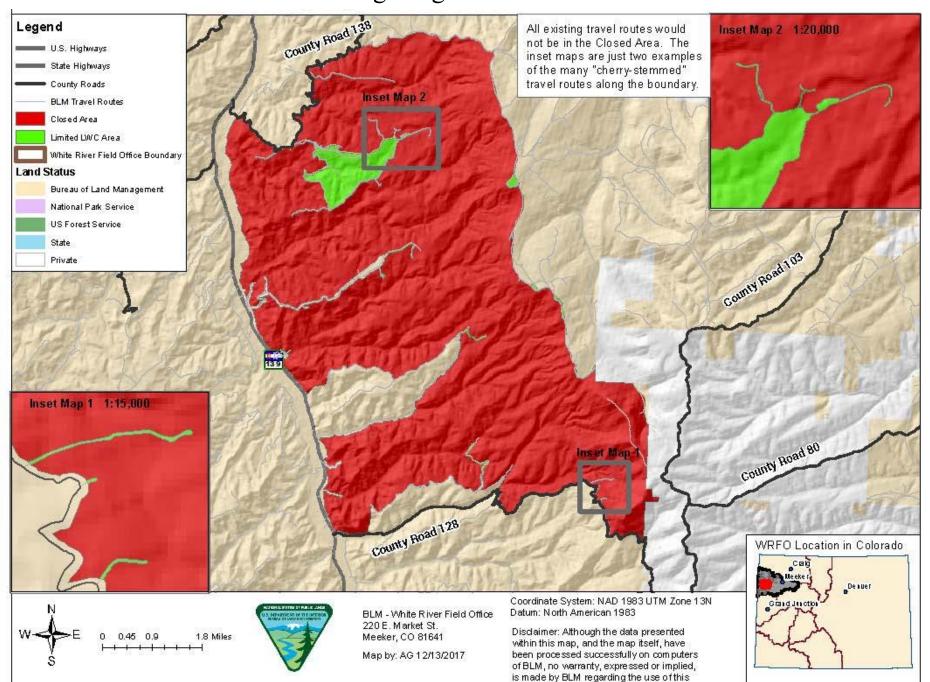
Moosehead Mountain Closed Area



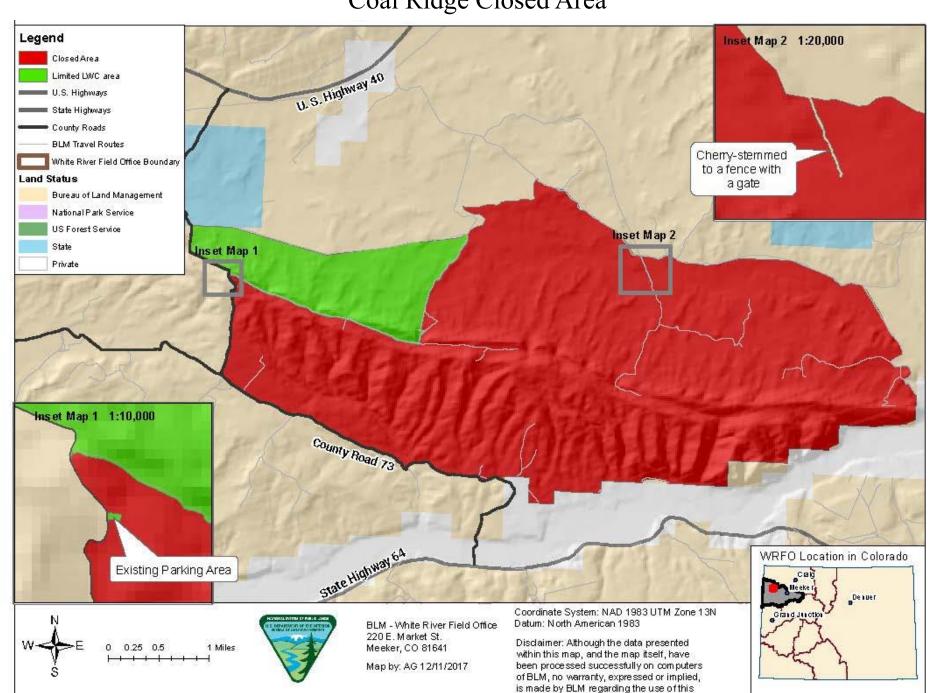
Pike Ridge Closed Area



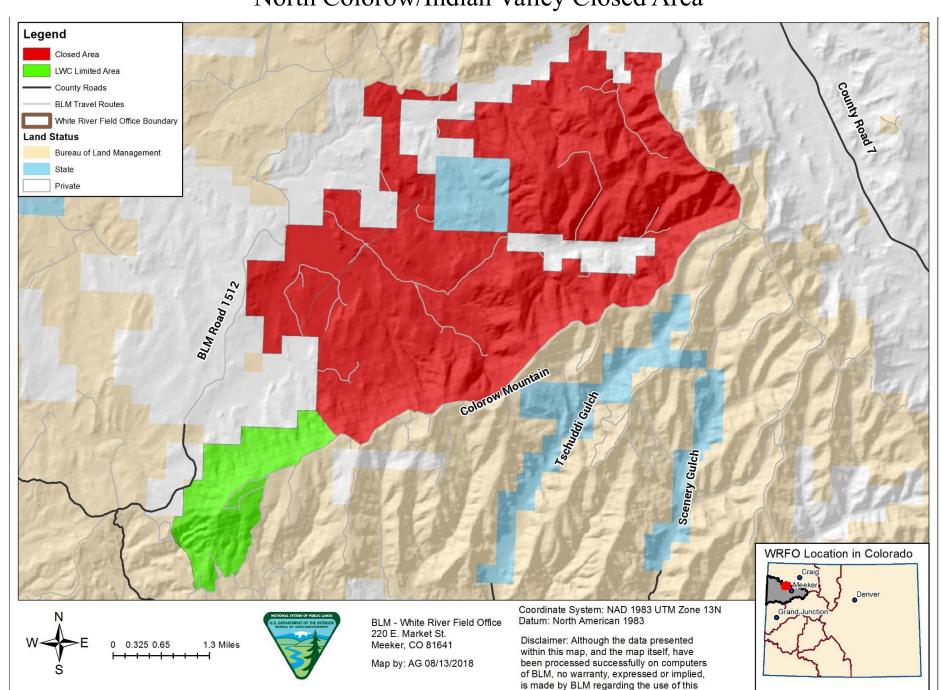
Big Ridge Closed Area



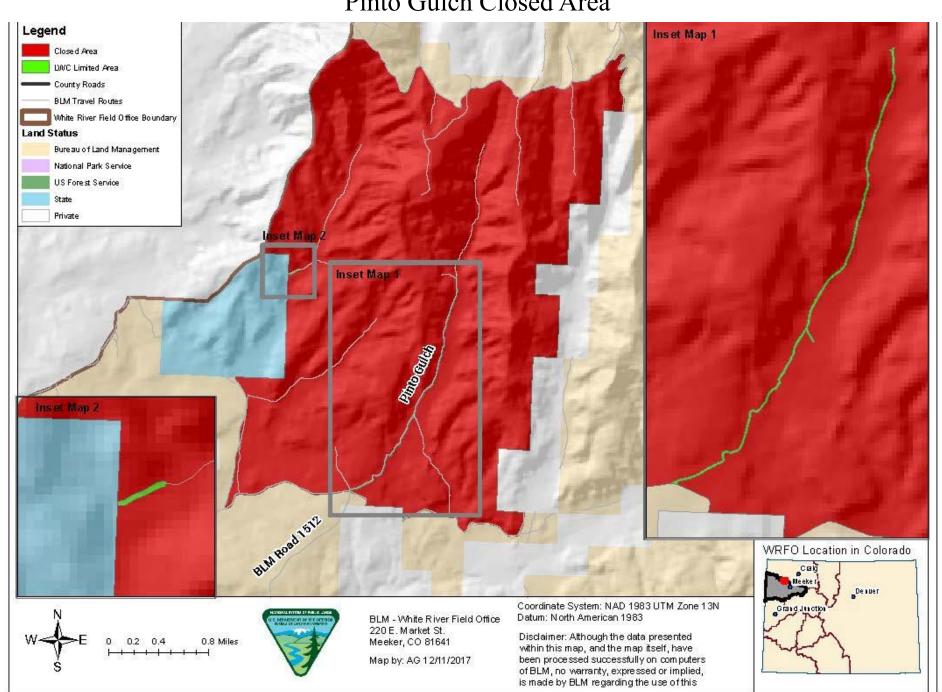
Coal Ridge Closed Area



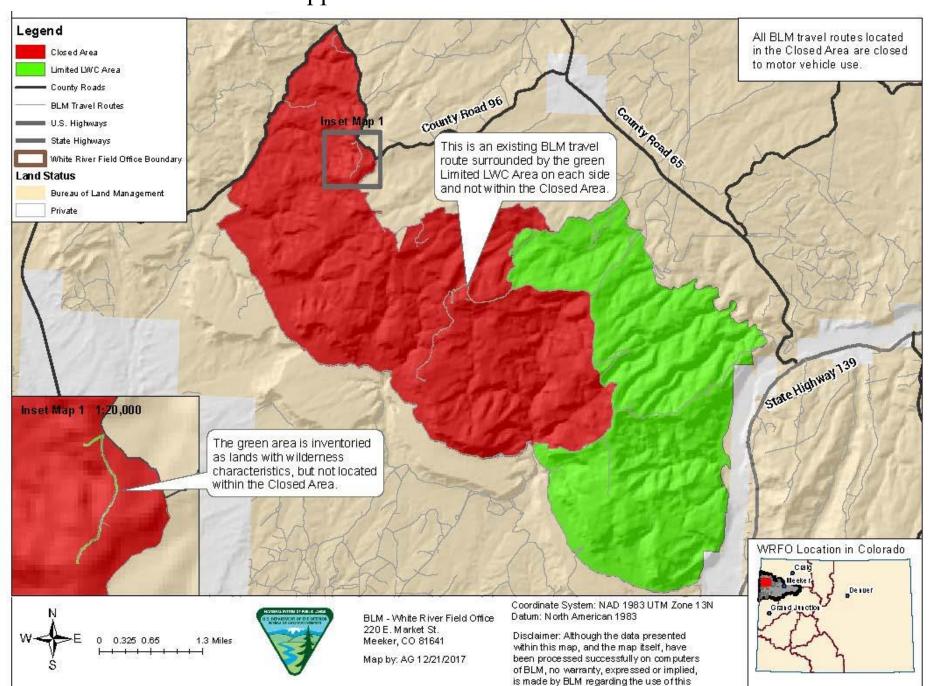
North Colorow/Indian Valley Closed Area



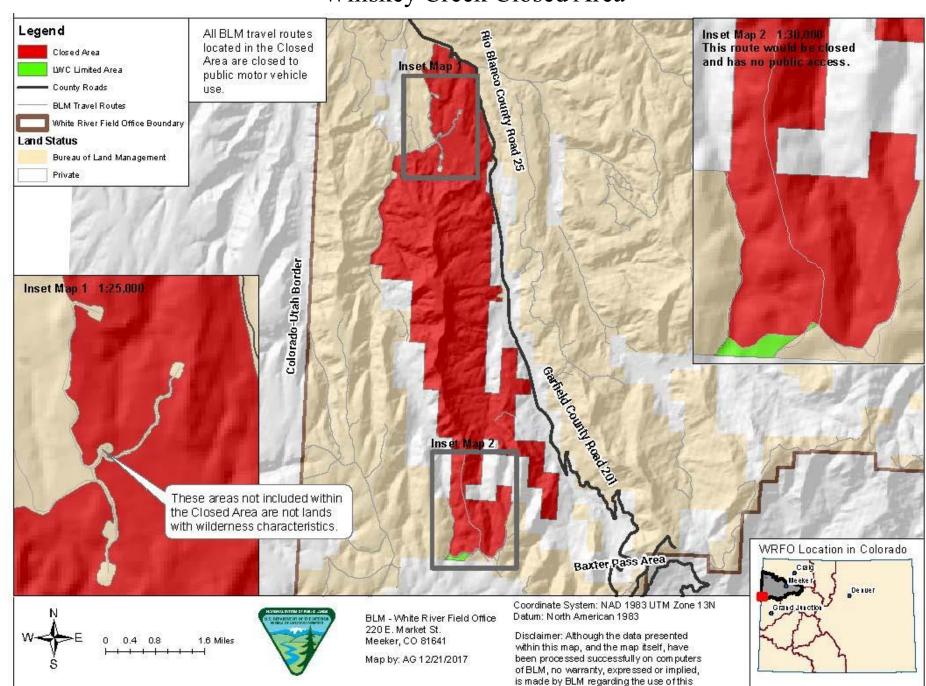
Pinto Gulch Closed Area



Upper Coal Oil Rim Closed Area



Whiskey Creek Closed Area



Questions?